

Presentation to Fairfax County Planning Commission

Transit-Oriented Development
Coalition for Smarter Growth
June 8, 2006

Blueprint for a Better Region

Putting Development in the Right Places



Coalition for Smarter Growth



Piedmont Environmental Council

Surface Transportation Policy Project

All Rights Reserved, Oct. 2002

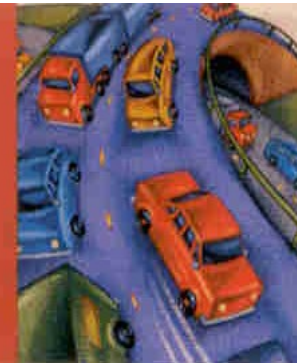
Reconnecting Virginia



Hank Dittmar
September 18, 2004



Why so much traffic?



Home



School



Recreation



Store

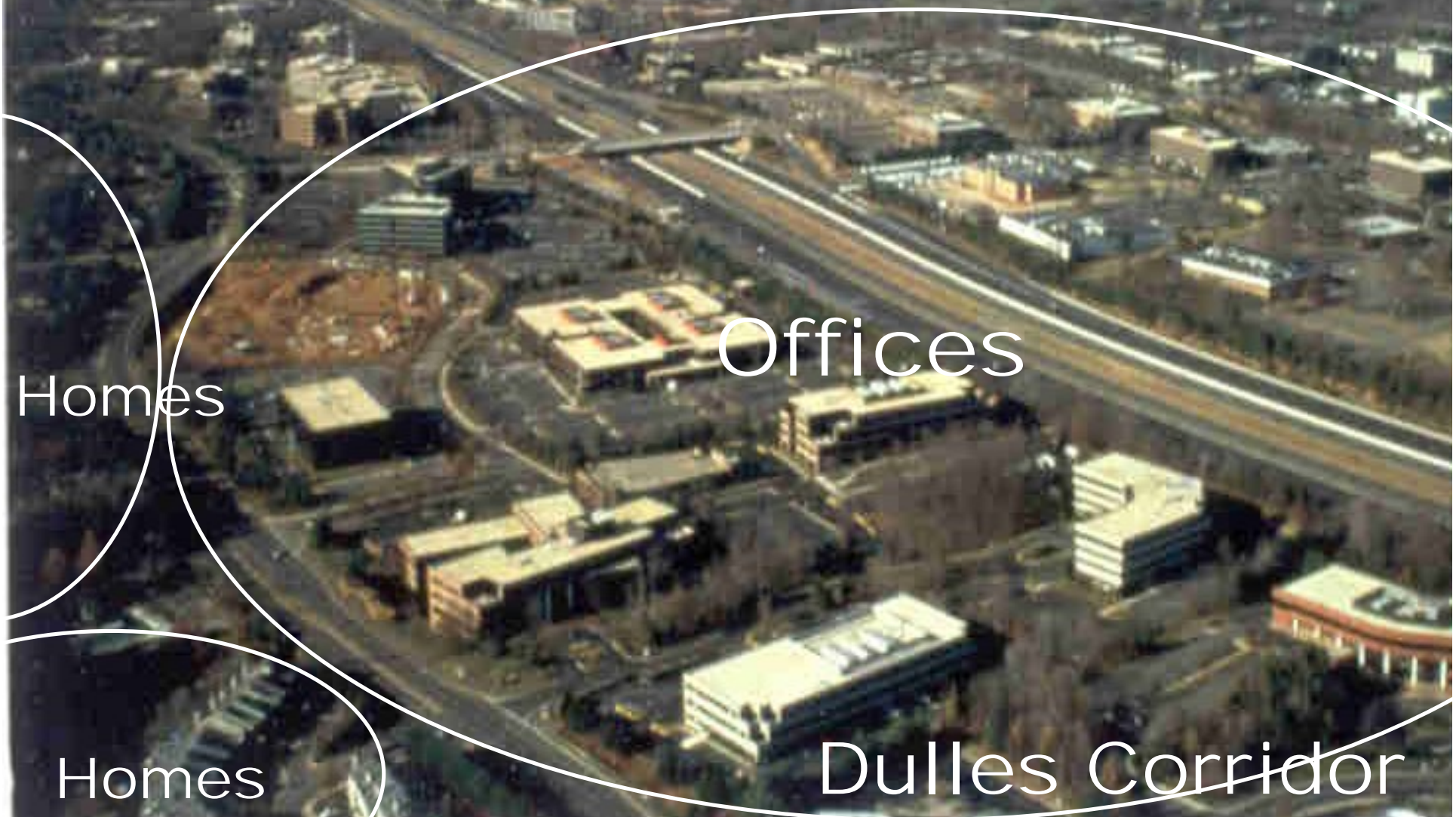


Work

Separation of Community Activities: Where's the Center in Centreville?



Separation of Uses Leads to More Driving





Reston



Centreville



Beacon Hill



Tyson's Galleria Mall



Merrifield

Metro, MARC & VRE:
114 Stations

More In Planning

SOLUTIONS:

Network of Livable Communities

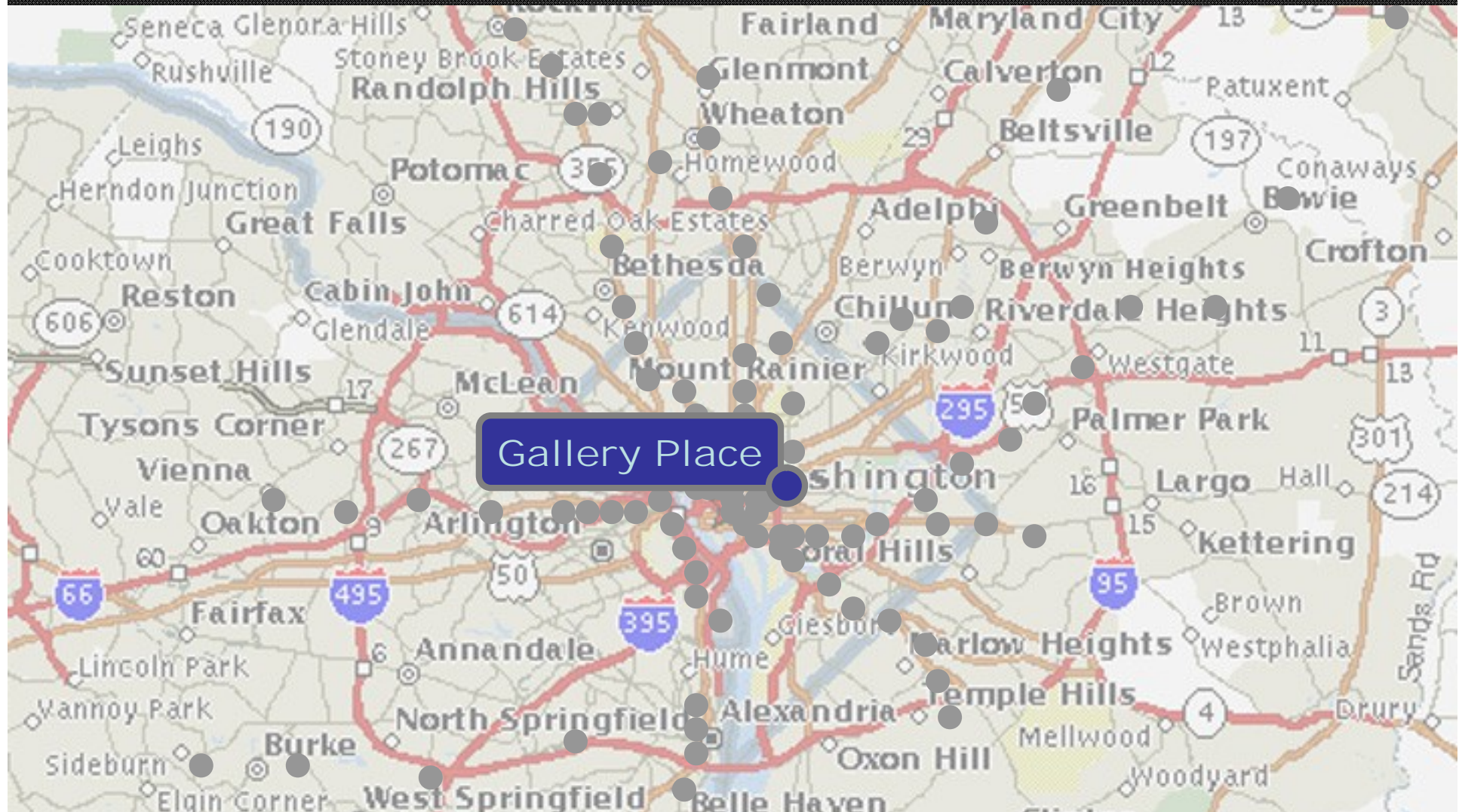
- Urban revitalization and transit-oriented development with pricing cuts traffic:
 - 15% reduction in daily vehicle trips
 - 11.5% reduction in vehicle miles traveled
 - 22% reduction in vehicle hours of travel
 - 13% increase in average daily highway speed

SOLUTIONS:

Balanced Land Use

- Montgomery County Study (TPR-BLU)
 - Balanced jobs and housing and used TOD
 - Directed more jobs to eastern MontCo and more housing to job centers of I-270
 - Result was lower VMT, VHT and more jobs accessible by transit
- ICC Alternative – Balance with TOD
 - Fewer hours of delay, fewer VMT, less traffic on local roads, less air pollution.

Development around Metro



Projects include:

Gallery
New Housing



Town of Herndon

Gallery Place
Development
Area

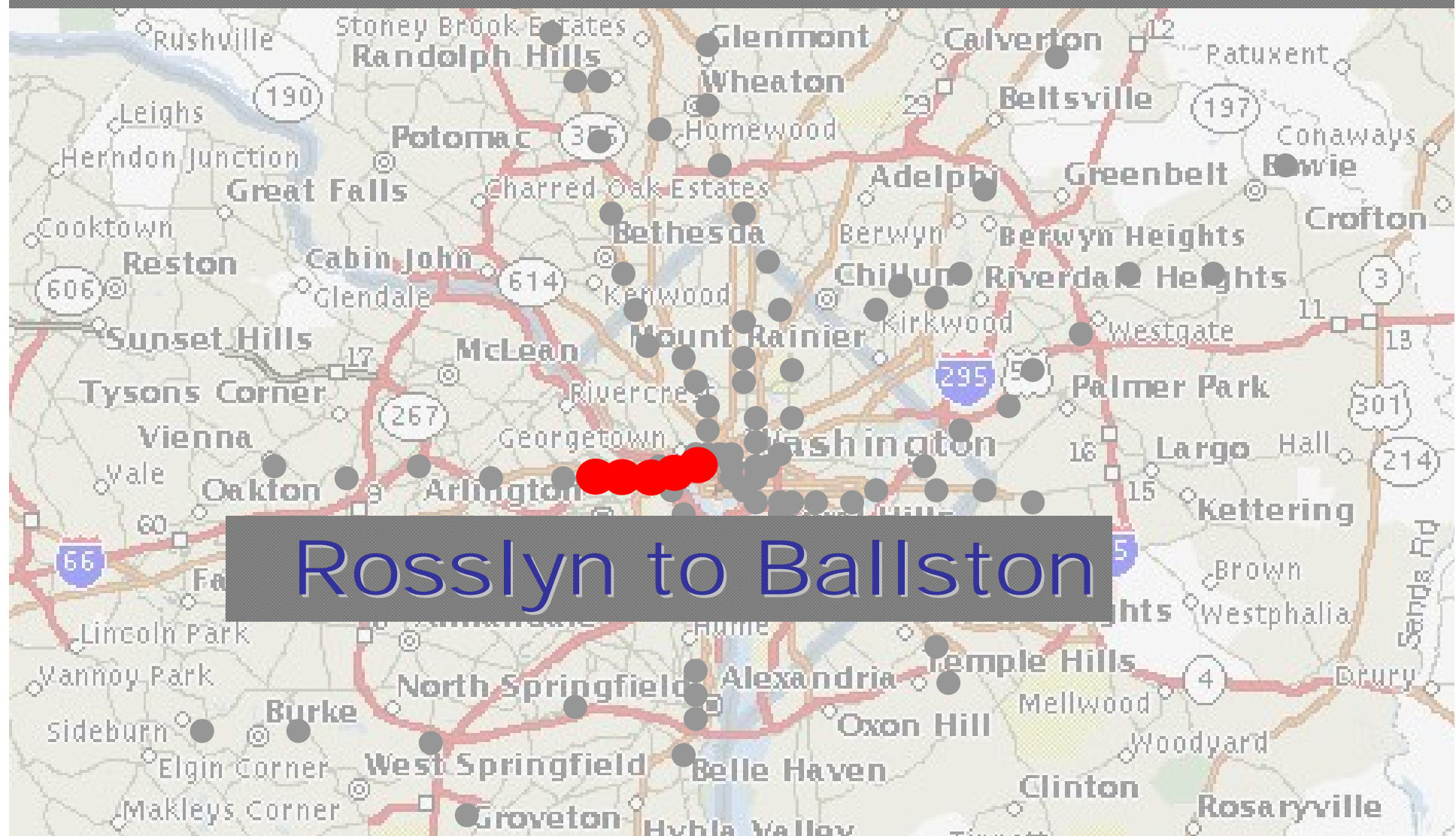
1300
acres

Arlington County, Virginia

- Use Metrorail as catalyst for redevelopment of commercial spine of Arlington
- Concentrate density and promote mixed use at five stations; scale development down to neighborhoods
- Preserve and reinvest in adjacent residential neighborhoods



A story of successful transit and balanced land use



5 Metro Stations



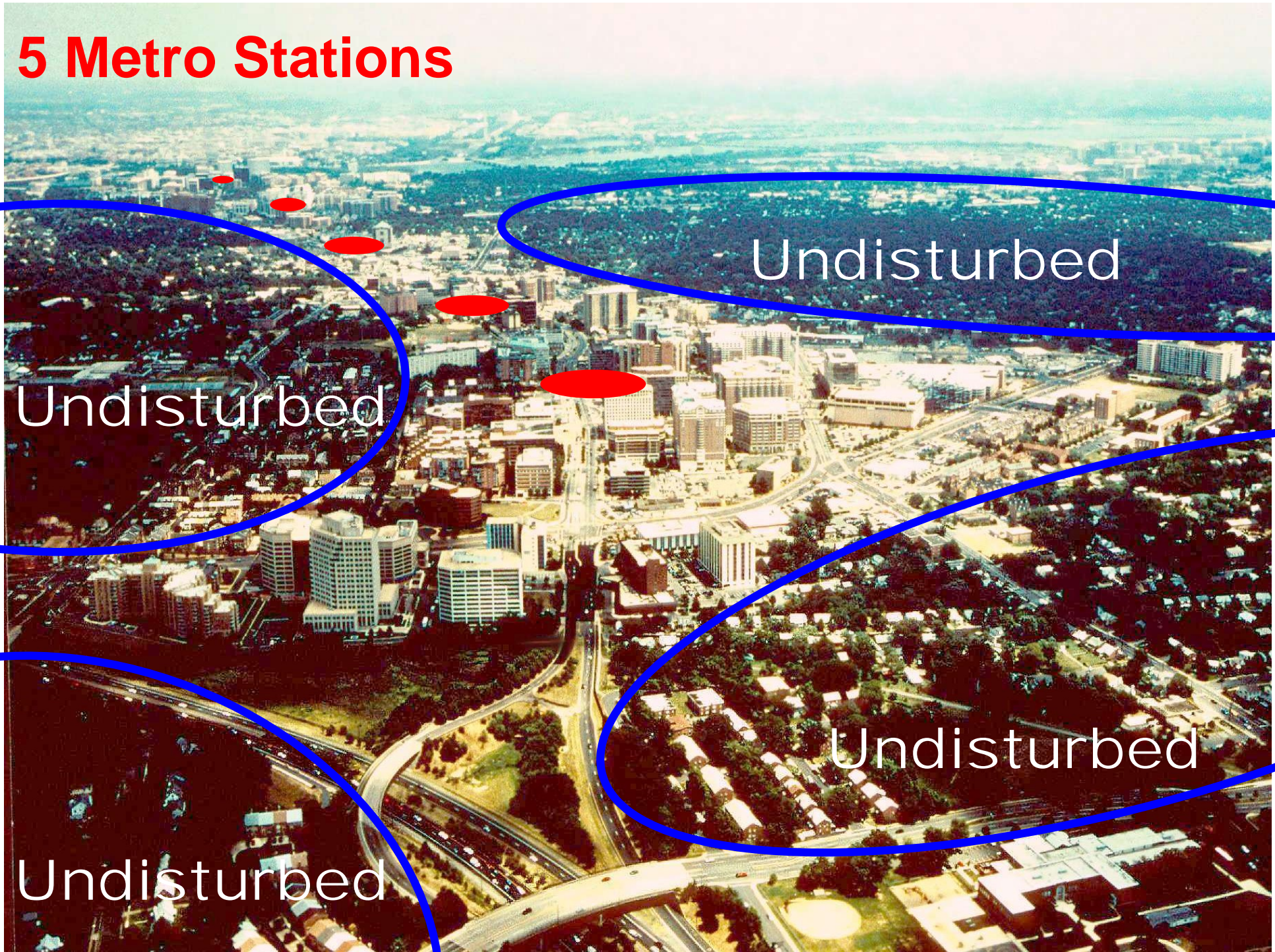
5 Metro Stations

Undisturbed

Undisturbed

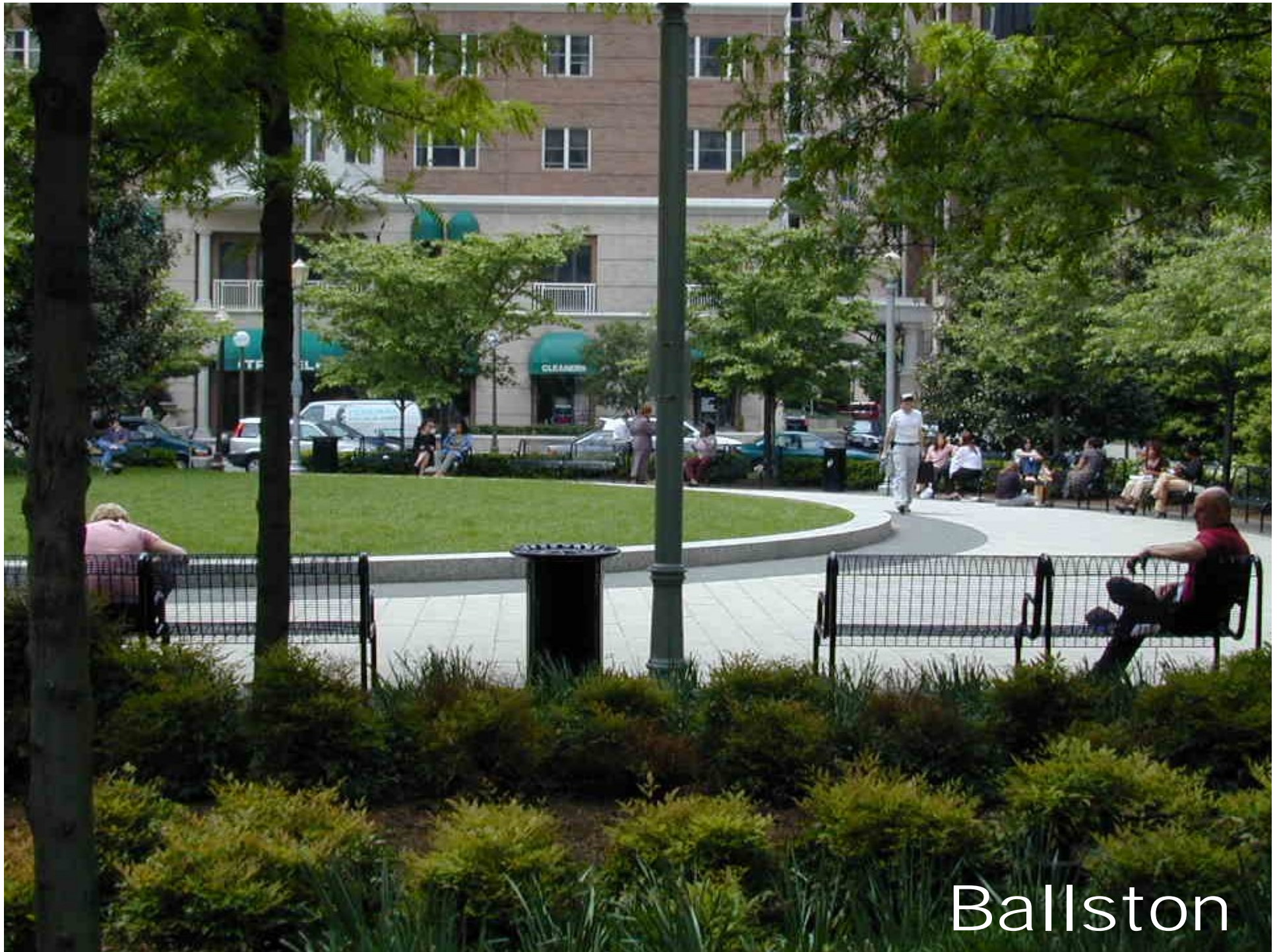
Undisturbed

Undisturbed

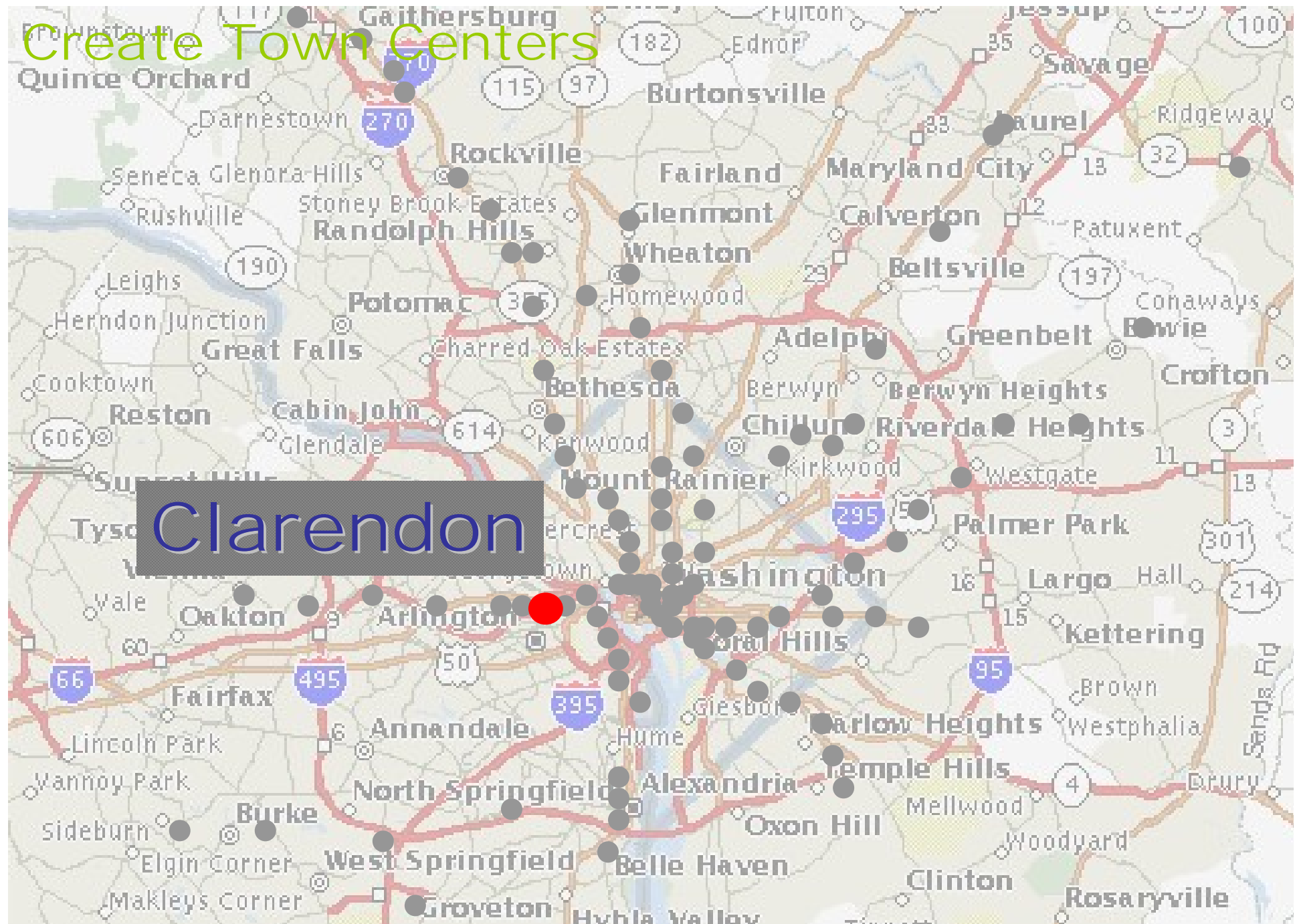




3 Blocks from
Ballston Metro



Create Town Centers





Create Town Centers



Clarendon

The background of the slide is a photograph of a suburban street. In the foreground, there are green trees and bushes. In the background, a white house with a brick chimney is visible. The image is slightly blurred and has a soft focus.

Rosslyn-Ballston Corridor Results

- 33% of County's real estate tax revenue comes from 7.6% of its land area.

73% of Metro users at these five stations walk there.

- 70% of residents in the corridor own 1 or 0 cars.
- Traffic at local intersections in the corridor has seen only slight increases, if any, despite large-scale development.

Transit Mode Shares

- 2/3 of Peak Hour Commuters on I-66/Orange Line Corridor use Transit
- 1/3 of Peak Hour Commuters on I-95 Corridor use Transit
- To Serve the Same Number of Commuters via Highways would require 15 additional lanes
- 35% of Peak Hour Commuters in Region use Transit

White Flint Metro

White Flint Mixed-Use Project Set





Twinbrook

Create Town Centers



Huntington

Create Town Centers



Franconia-Springfield

Create Town Centers

Metro
Station



West Falls Church – VT/UVA

Create Town Centers



Dunn-Loring/ Merrifield

Create Town Centers



Changing U.S. Demographics



- § Married Couples with kids are no longer dominant (only 23% of households)
- § “Empty-Nesters” are on the rise
- § Single-Person Households will grow the most
- § “The Rise of the Creative Class”

...To Create More Walkable
Town Centers like...



Reston Town Center



Reston

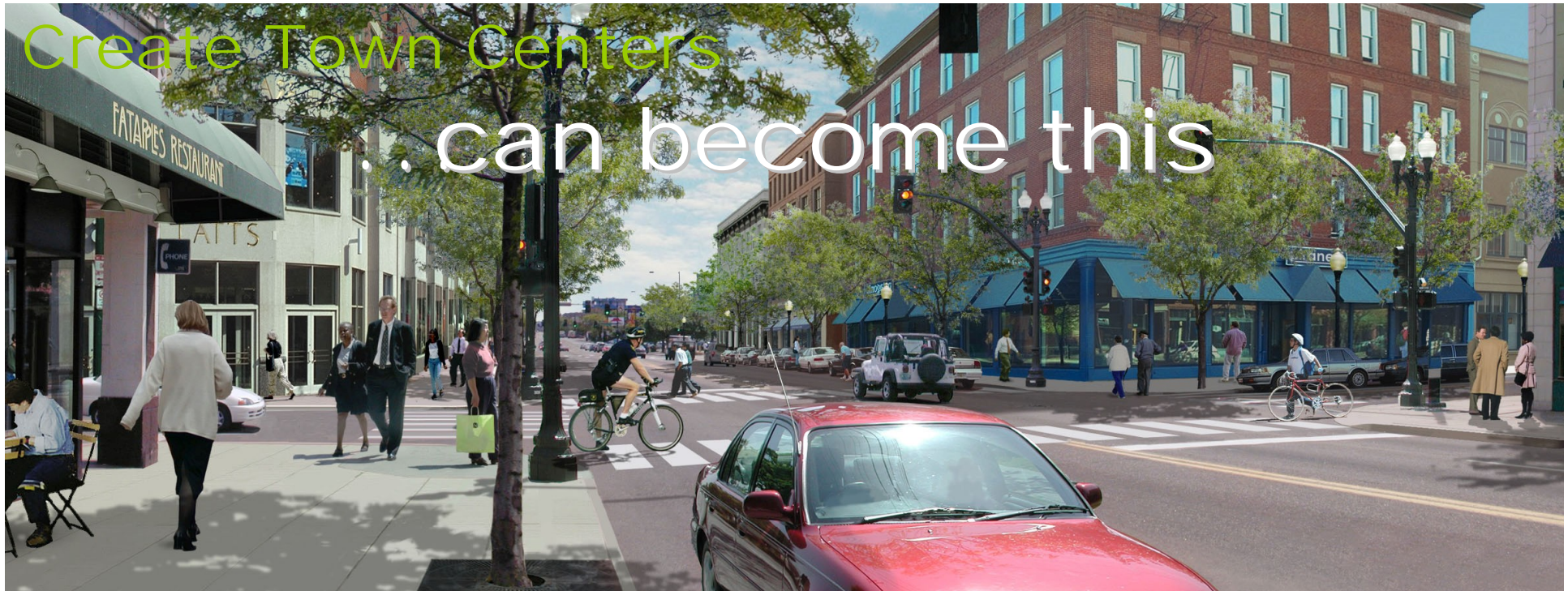
Giving Physical Shape to Community

New urbanist developments are **walkable neighborhoods**, rather than large, single-use places with streets hostile to pedestrians.



Create Town Centers

... can become this



Images Created by Urban Advantage

Recommendations for TOD Policy

From Calthorpe's The Next American Metropolis:

- Moderate and high-density housing, along with complementary public uses, jobs, retail and services concentrated in mixed-use developments in a walkable environment at strategic points along the regional transit system.

Calthorpe Principles

- Organize growth on a regional level to be compact and transit-supportive
- Place commercial, housing, jobs, parks and civic uses within walking distance of transit stops
- Create pedestrian-friendly street networks which directly connect local destinations
- Provide a mix of housing types densities and costs
- Preserve sensitive habitat, riparian zones and high quality open space
- Make public spaces the focus of building orientation and neighborhood activity
- Encourage infill and redevelopment along transit corridors within existing neighborhoods

Performance Based Definition from The NewTransit Town

- Location Efficiency
- Rich Mix of Choices
- Value Capture
- Place Making
- Resolution of Tension Between Node and Place

Location Efficiency

- Density
- Transit Accessibility
- Pedestrian Friendliness

Rich Mix of Choices

- Mix of Uses within Walking Distance
- Range of Housing Options
- Range of Transportation Choices

Value Capture

- For household, developer, community
- Higher tax revenues from increased sales tax and property values
- Reduced access costs per passenger for transit agency
- Reduced household expenditures on transportation
- More stable, long-term investment returns
- Access to more amenities within walking distance

Place Making

- Places for people – safe, comfortable, varied and attractive, distinctive and vibrant
- Make Connections – physically and visually
- Utilize natural features and maximize energy conservation
- Mix uses and forms
- Design for change – in use, lifestyle, demographics

Resolving Node vs. Place

- Transit station as a node in a system and a place in a neighborhood
- Balancing access for transit use with place
- Defining the type and use of the station

Define Typology

- Urban Downtown
- Urban Neighborhood
- Suburban Center
- Suburban Neighborhood
- Neighborhood Transit Zone
- Commuter Town

Transportation Demand Management

- Limit *traffic* rather than development
 - TDM requirements
 - Parking controls
 - Adjust trip generation formulas

Transportation Demand Management

- Manage parking demand and parking spillover
 - Residential parking permits
 - Price parking/parking cash-out
 - Parking maximums
 - Eliminate minimums or vary according to location and TDM
- Design parking well
 - Underground, “wrapped” or behind

Transportation Demand Management

- Design streets with pedestrians as highest priority
 - High quality sidewalks
 - Frequent crossings
 - Small blocks
- Integrate street grids
 - Connectivity a critical element for walking, biking and transit use

Transportation Demand Management

- Use market incentives
 - Impact fees
 - Parking pricing/parking cash-out
 - Universal transit passes

For More Information

- Contact:

Jeffrey Tumlin, Principal

Nelson\Nygaard

Transportation Planning for Livable Communities

785 Market Street, Suite 200
San Francisco, CA 94102

415-284-1544

415-284-1554 (fax)

jtumlin@nelsonnygaard.com

www.nelsonnygaard.com



San Francisco, New York, Portland, Boston, Denver

Bay Area MTC TOD Policy

MTC's TOD policy includes three key elements.

- Corridor-based performance measures to quantify minimum levels of development around transit stations, based on transit mode.
- MTC will help to fund station area plans for jobs and housing, station access, design standards, parking and other amenities based on unique circumstances and community character.
- Creation of corridor working groups to bring together local government staff, transit agencies, county congestion management agencies (CMAs) and other key stakeholders along the corridor to help develop station area plans to meet MTC's corridor-wide land-use thresholds.
- http://www.mtc.ca.gov/planning/smart_growth/tod/index.htm

To Learn More, Contact:

Coalition for Smarter Growth

(202)244-4408

www.smartergrowth.net